

13000nm in a row... wow.

Already from start I seemed to have another strategy than the main fleet. I tried to sail a more westerly course and for a while it looked ok. The 21:th of January the wx gave me some really good hope but 24 hours later I realized that "this is going to be a long hunting" ...

More than 300nm behind and down to places around 230.

I decided to take a more easterly way when the fleet split up heading against the coast of South America. Winston and Outlaw got some company but the main fleet change course and went south. That day, the 26<sup>th</sup> of January became a day to remember...

12:20 I crashed with my car in about 100km/h on the highway. I had luck... big luck! It's Almost nothing left of the car but I left hospital same evening with 16 stitches in the head and some bruises.

12 hours later I had control over "Jepsom" again and realized that Winston and Outlaw made the right decision but for me and others behind there was a wrong decision. As an example "mglb" passed right behind me but more south and he rounded The Horn a couple of hours ahead.

After Cape Horn the Question was, close to the coast and inside of The Falklands or outside and wide east. My choice was east because in my opinion it was less risk. I was almost alone out east but I still felt optimistic after The Falklands. Some wx "put" me close to the leaders and some said not ☺

The 4<sup>th</sup> and 5<sup>th</sup> February was key-days for me. I noticed a small, but enough, door opening in that high in front of me. "bewareth1" passed close ahead of me and but showed how important it was to make that gybe through that high just in time to avoid the center... I was lucky and make it.. he gybed 1 hour late and didn't make it. From that door I saw my chance and I did it. I did it All the way to the front and rounded Recife almost 14 hours ahead of bewareth1 as number #1.

Now, almost 4000nm left, next question was what to do after Recife. It wasn't easy to decide and the fleet split up a little bit behind so I couldn't just cover all of them. Every hour felt like 24 hour and I checked my boat as often as I could. Scotsman went more to the north and made me nervous. I couldn't go up there so I just had to go on straight forward as fast as I could. I think that I had some luck with the weather and there wasn't so much different choices and that saves me I guess.

At midnight the 16<sup>th</sup> of February I was waiting for Scotsman to gybe... but he didn't... At last I have to do it myself before him and after an hour I starting to feel pretty safe in front. Now I could breathe again... It was an awesome feeling to cross the line as number #1, maybe the best victory ever. ☺

I don't know how many using routers but I decided myself not to. I think I just make it more difficult for me and will keep sailing without. For me it's even more challenging and I do like to use my pen and paper ☺

I am proud of this victory and I just love the east side of South America ☺ (remember Itajai -> Newport last year )

Fair winds and wd all and a special thanks to Scotsman for that really tight fight.

/Jesper Qvarnström as Jepsom